

5/32

Austin



BUY BRITISH GOODS

THE
AUSTIN MOTOR CO. LTD.
LONGBRIDGE, BIRMINGHAM

Telegrams : "Speedily, Northfield."

Code : Bentley's

Telephones : Central 4140 and Priory 2101—2116.

479-483, OXFORD STREET, LONDON, W.1
(NEAR MARBLE ARCH)

Telegrams : "Austinette, London."

Telephone : Mayfair 7620-7639.

And at

HOLLAND PARK HALL
HOLLAND PARK AVENUE, LONDON, W.11



PUBLICATION 700D

This Catalogue was issued by the Austin Motor Co. Ltd., March, 1930, and cancels all previous catalogues relating to the products listed herein.

SCHEDULE OF PRICES

TRIPLEX GLASS THROUGHOUT

CHROMIUM PLATED EXTERIOR FITTINGS

AUSTIN TWENTY 6 Cylinder

PAGE		
5	CHASSIS - - -	£405
15	OPEN ROAD 7-Seater - -	£530
16	MARLBOROUGH Landulet-	£560

AUSTIN SIXTEEN Light Six

7	CHASSIS - - -	£240
21	TWO-SEATER - - -	£310
22	SPORTSMAN'S Saloon -	£375*
23	NEW OPEN ROAD 5-Seater	£325

AUSTIN TWELVE 4 Cylinder

9	CHASSIS - - -	£187 10 0
20	CLIFTON 5-Seater - -	£250
21	TWO-SEATER - - -	£255
22	SPORTSMAN'S Saloon -	£320*

AUSTIN SEVEN 4 Cylinder

11	CHASSIS - - -	£94 10 0
29	TWO-SEATER - - -	£130
30	TOURING CAR - - -	£130

PAGE		
17	CARLTON Saloon - - -	£560*
18	FABRIC Saloon (with division) -	£630
19	RANELAGH (with division) -	£630

* SLIDING SUNSHINE ROOF £10 EXTRA

24	FABRIC Saloon (4-Window) -	£365*
25	FABRIC Saloon (6-Window) -	£375*
26	BURNHAM Saloon - - -	£375*
27	IVER Saloon (with division) -	£385

* SLIDING SUNSHINE ROOF £10 EXTRA

24	FABRIC Saloon (4-Window)-	£310*
25	FABRIC Saloon (6-Window) -	£320*
26	BURNHAM Saloon - - -	£320*
27	IVER Saloon (with division) -	£330

* SLIDING SUNSHINE ROOF £10 EXTRA

31	FABRIC Saloon - - -	£140*
32	SALOON - - -	£140*
33	COUPE - - -	£140*

* SLIDING SUNSHINE ROOF £5 EXTRA

PRICES ARE AT WORKS.

FOREWORD



The Austin factory at Longbridge whose site has grown in a quarter of a century from 2½ to 220 acres.

THE publication of this catalogue marks an epoch in Austin history, and an important milestone in British industrial development. For a quarter of a century the factory has been producing cars which have won the right to be regarded as the world's standard of consistent reliability.

No matter what temptations the years may have brought, there has been no departure from Austin policy to offer the public the very best in automobile design and construction. Starting with the highest ideals, and keeping to the right lines throughout the years, experience and practice now ensure the production of better motor cars than ever before. The purchaser of an Austin Car is assured of long and efficient service, for which an exorbitant price is not required, because experience also enables the Austin organisation to reduce production costs to the very minimum.

It is not the practice of this Company to produce a new model every year. The expense involved in the wholesale alteration to plant must be passed on to the buying public in some form or other. Improvements are adopted as and when proved desirable and efficient, and not for the sake of novelty. The factory is able to take them in its stride, and the public pays no penalty for being right up-to-date.

The Austin service system is now world-wide, and the purchaser is able to obtain skilled assistance and spare parts should necessity arise. This system has been built up with considerable care over a long period of years. Repair rates are fixed from headquarters, and our clients—by seeking the services of our appointed agents—are protected from any possibility of profiteering.

The AUSTIN TWENTY 6 Cylinder

GENERAL DIMENSIONS.

Wheel base - - -	10ft. 10in. (3,302 mm.)
Track - - -	11ft. 4in. (3,454 mm.)
Full car length - -	4ft. 8in. (1,422 mm.)
Full car width - -	15ft. 5in. (4,700 mm.)
Weight of chassis - -	15ft. 11in. (4,849 mm.)
	5ft. 9in. (1,752 mm.)
	25 cwt. (1,270 kilo.)

ENGINE.—6-cylinder monobloc; bore 3½ in. (79.5 mm.); stroke 4½ in. (114.5 mm.). Total capacity 3,400 c.c.; R.A.C. rating, 23.5 h.p.; b.h.p. at 2,000 r.p.m., 49. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on eight bearings of large diameter. The pistons are of aluminium.

PETROL TANK AND FILLER.—A new and convenient filler is fitted. The tank has a capacity of 16 gallons (72 litres) and can now be filled and filler closed without the driver leaving his seat. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.—By coil and battery.

COOLING.—By fan and pump

LUBRICATION.—A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse.

The ratios of engine to road wheels are:—1st speed, 20 to 1; 2nd speed, 11.5 to 1; 3rd speed, 7.3 to 1; top speed, 4.67 to 1. Gear changes are effected by a lever mounted centrally. Final drive is by helical bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes are easily adjusted.

STEERING.—A new patented roller worm wheel makes the steering remarkably light and easy. Over the steering wheel are the improved gas and ignition levers and the dip and switch control. Under the wheel is the ring-operated horn switch.

SUSPENSION.—Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

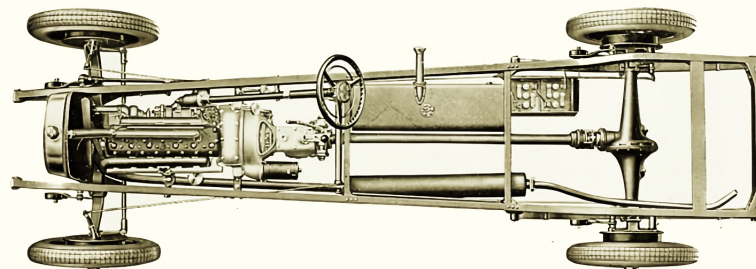
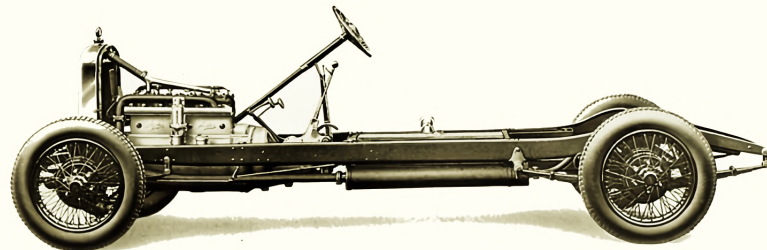
WHEELS AND TYRES.—Wire wheels, with Dunlop cord 32 in. x 6.00 in. tyres.

EQUIPMENT.—12 volt electric starting with hand switch on fascia board. "Biflex" magnetically operated dip and switch headlamps; carburettor air strangler, clock, electric horn, speedometer, motometer, spare wheel and tyre. The tools are securely and neatly stowed in a special dash compartment.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.

The chassis when sold alone includes:—

Dashboard.
Dashboard brackets.
Front fitch plates.
Top toe plates.
Bonnet.
Bonnet handles and fasteners.
Radiator cowl.
Radiator motometer.
Shock absorbers.



PRICE: £405 AT WORKS

Equipment included:—
Fitted to combined dashboard and tool compartment:

Switchboard.
Starter switch.
Cut-out.
Dash lamps.
Speedometer.
Clock.
Horn.
Air strangler.
Steering column support.
Oil gauge.
Petrol gauge.
Tools.

Included, but not fitted:—
Five lamps and adapters.
Spare wheel and tyre.
Starting handle.

The AUSTIN SIXTEEN 6 Cylinder

GENERAL DIMENSIONS.

Wheel base - - -	9ft. 4in. (2,844 mm.)
Track - - -	4ft. 8in. (1,422 mm.)
Full car length - -	13ft. 2in. (4,018 mm.)
Full car width - -	5ft. 6½ in. (1,690 mm.)
Weight of chassis - -	17½ cwt. (900 kilo.)

ENGINE.—6-cylinder monobloc; bore 2.58in. (65.5 mm.); stroke 4.375 in. (111 mm.). Total capacity 2,249 c.c.; R.A.C. rating, 15.9 h.p.; b.h.p. at 2,400 r.p.m., 36. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on eight bearings of large diameter. Pistons are of aluminium.

PETROL TANK AND FILLER.—The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by vacuum system. A contents gauge is included on the instrument board.

IGNITION.—By coil and battery.

COOLING.—By fan and pump.

LUBRICATION.—A gear pump forces oil to all bearings of crankshaft and camshaft, and the oil is purified by passing through an external oil cleaner and a large gauze filter in the reservoir. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward and reverse.

The ratios of engine to road wheels are: 1st speed, 20 to 1; 2nd speed, 12 to 1; 3rd speed, 8 to 1; top speed, 5.12 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by helical bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes are easily adjusted.

STEERING.—A new patented roller worm wheel makes the steering remarkably light and easy. Over the steering wheel are the improved gas and ignition levers and the dip and switch control. Under the wheel is the ring-operated horn switch.

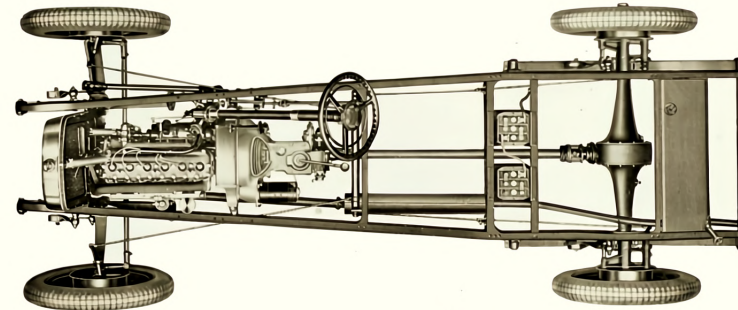
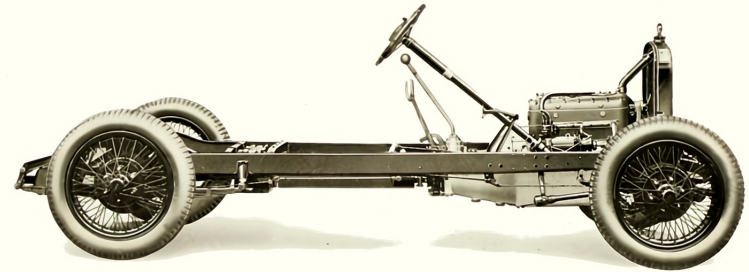
SUSPENSION.—Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

WHEELS AND TYRES.—Wire wheels, with Dunlop cord 30 × 5.00in. tyres.

EQUIPMENT.—12 volt electric starting with hand switch on fascia board. "Biflex" magnetically operated dip and switch headlamps; carburettor air strangler, clock, speedometer, motometer, spare wheel and tyre, and electric horn. The tools are securely and neatly stowed in special compartments.

The chassis when sold alone includes :—

Dashboard.
Dashboard brackets.
Top toe plates.
Bonnet.
Bonnet handles and fasteners.
Radiator cowl.
Radiator motometer.
Shock absorbers.



Equipment included :—
Fitted to combined dashboard and tool compartment :

Switchboard.
Starter switch.
Cut-out.
Dash lamps.
Speedometer.
Clock.
Horn.
Air strangler.
Steering column support.
Oil gauge.
Petrol gauge.
Tools.

Included, but not fitted :—
Five lamps and adaptors.
Spare wheel and tyre.
Starting handle.

PRICE, £240 AT WORKS.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.

The AUSTIN TWELVE

GENERAL DIMENSIONS.

Wheel base	-	-	9ft. 4in. (2,844 mm.)
Track	-	-	4ft. 8in. (1,422 mm.)
Full car length	-	-	13ft. 2in. (4,018 mm.)
Full car width	-	-	5ft. 6½in. (1,690 mm.)
Weight of chassis	-	-	16½ cwt. (830 kilo.)

ENGINE.—4-cylinder monobloc; bore 2½ in. (72mm.); stroke 4½ in. (114.5 mm.). Total capacity, 1861 c.c.; R.A.C. rating, 12.8 h.p.; b.h.p. at 2,000 r.p.m., 27. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. Pistons are of aluminium.

PETROL TANK AND FILLER.—The tank has a capacity of 10 gallons (45 litres) and is most conveniently placed at the rear of the car. The supply to the engine is by a vacuum system. A contents gauge is included on the instrument board.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—Lubrication is by means of a gear pump, forcing oil to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward and reverse.

The ratios of engine to road wheels are :—1st speed, 20 to 1; 2nd speed, 12 to 1; 3rd speed, 8 to 1; top speed, 5.12 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by helical bevel gear mounted on ball bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes are easily adjusted.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition levers of improved design. Under the wheel is the sensitive ring-operated horn switch.

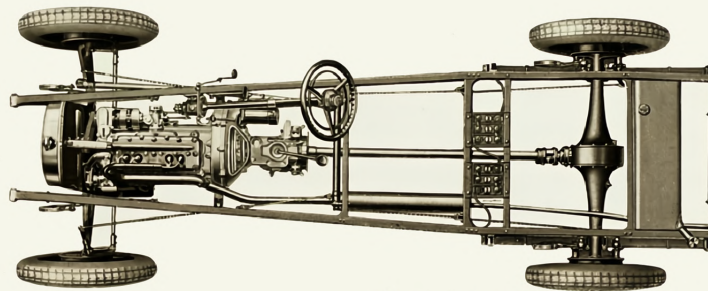
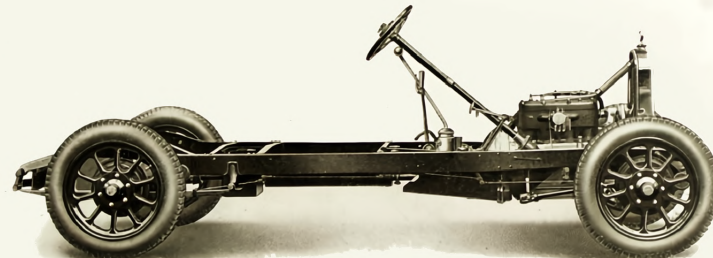
SUSPENSION.—Road springs are semi-elliptic and zinc interleaved. Rear springs of exceptional length. All springs are mounted with the new non-lubricated "Silentbloc" shackles. Shock absorbers to front and rear of car.

WHEELS AND TYRES.—Steel spoke wheels, with Dunlop cord 30in. x 5.00in. tyres.

EQUIPMENT.—12 volt electric starting and lighting, magnetically operated dip and switch headlamps; carburetter air strangler, clock, speedometer, motometer, spare wheel and tyre and electric horn. The tools are securely and neatly stowed in a special dash compartment.

The chassis when sold alone includes :—

Dashboard.
Dashboard brackets.
Top toe plates.
Bonnet.
Bonnet handles and fasteners.
Radiator cowl.
Radiator motometer.
Starter switch.
Shock absorbers.



Equipment included :—
Fitted to combined dashboard and tool compartment :

Switchboard.
Cut-out.
Dash lamps.
Speedometer.
Clock.
Horn.
Air strangler.
Steering column support.
Oil gauge.
Petrol gauge.
Headlight dipping control.
Tools.

Included, but not fitted :—
Five lamps and adapters.
Spare wheel and tyre.
Starting handle.

PRICE : £187 10 0 AT WORKS.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.

The AUSTIN SEVEN

DIMENSIONS.

Full car length	-	-	9ft. 3in. (2,821 mm.)
Full car width	-	-	4ft. 2in. (1,270 mm.)
Wheel base	-	-	6ft. 3in. (1,905 mm.)
Track	-	-	3ft. 4in. (1,016 mm.)
Weight of touring car	-	-	8½ cwt. (430 kilo.)
Height to top of screen	-	-	4ft. 9in. (1,450 mm.)
Height to top of hood when raised	-	-	5ft. 4in. (1,625 mm.)

ENGINE.—4-cylinder, water-cooled, detachable head: bore 2.2in. (56 mm.): stroke, 3in. (76 mm.). Total capacity, 747.5 c.c.; R.A.C. rating, 7.8; b.h.p. 10.5 at 2,400 r.p.m. The crankshaft has roller bearings. Aluminium pistons.

FUEL SUPPLY.—By gravity from 4-gallon tank (18 litres).

IGNITION.—By coil and battery.

COOLING.—Radiator and fan.

LUBRICATION.—Engine lubrication is by means of a gear pump. Chassis lubrication is by grease gun.

TRANSMISSION.—Single-plate clutch. The ratios of engine to road wheels are:—1st speed, 16

to 1; 2nd speed, 9 to 1; top, 4.9 to 1; reverse, 21 to 1. Gear changes are easily effected by a lever mounted centrally. Final drive is by helical bevel gear. The rear axle is of the three-quarter floating type, with differential and torque tube.

BRAKES.—The pedal operated brake acts on the drums of the rear wheels, and the hand lever applies brakes to the front wheels. The adjustment of both sets is readily accessible and quickly carried out.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the gas and ignition control levers, and horn switch.

SUSPENSION.—Semi-elliptic cross spring in front; those at the rear are quarter-elliptic. Shock absorbers front and rear.

TYRES.—Tyres are 26×3.50in. Dunlop Cord Reinforced Balloon, and the wheels are of special wire type.

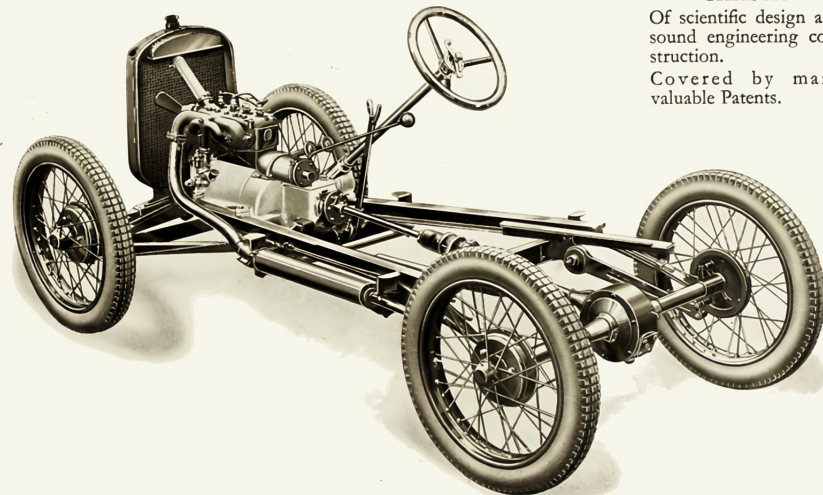
EQUIPMENT.—Electric starting and lighting, carburettor air strangler, spare wheel and tyre, electric horn, speedometer, driving mirror, blank number plates.

ALL EXTERIOR FITTINGS ARE CHROMIUM PLATED.

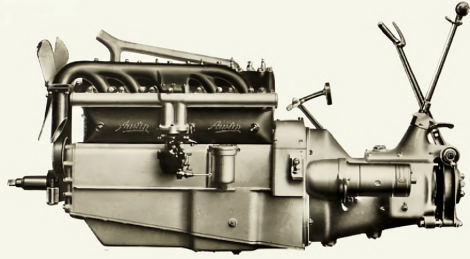
The AUSTIN SEVEN CHASSIS

Of scientific design and sound engineering construction.

Covered by many valuable Patents.



PRICE: £94 10 0 AT WORKS.



THE AUSTIN TWENTY ENGINE.

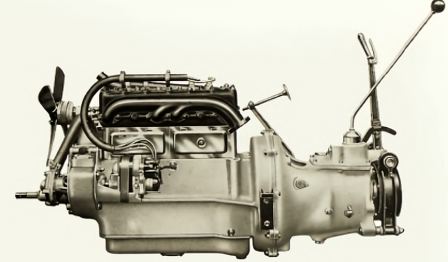
The engine is remarkably flexible and very quiet at all speeds, and there is no indication of any unbalance or period, while it will "rev" up to 2,500 smoothly and without fuss. At 2,000 R.P.M. it is developing 45 B.H.P. and as it will pull the Marlborough seven-seater body at over 60 miles per hour easily, there is little need for any great amount of gear changing.

"The Field."

THE AUSTIN TWELVE ENGINE.

Over a familiar Midland test route we were able to note the increased power of the engine . . . Greater brilliance in hill climbing and acceleration has been attained, and there is a feeling that the engine can play with its load . . held up in traffic, can get back into its stride without need of hurried gear-changing . . .

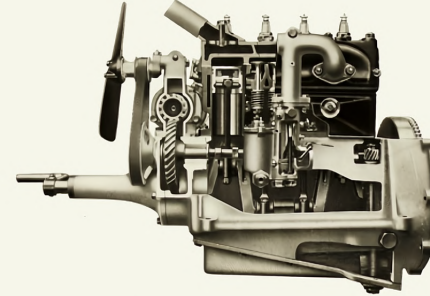
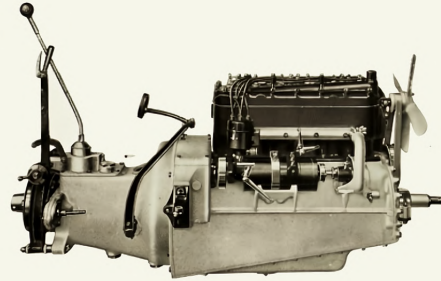
"The Autocar."



THE AUSTIN SIXTEEN ENGINE.

Its most striking attribute is the suave and almost turbine-like output of power which emanates from the engine. It is necessary to go into a much higher price category before meeting its equal in suavity of action.

Capt. E. de Normanville in the "Daily Chronicle"



THE AUSTIN SEVEN ENGINE.

Its engine runs as softly as silk and as sweetly as a dream, it can cover the ground as easily as any 14 or 15 h.p. tourer . . . Maximum speed somewhere about 55 m.p.h.—some models will do more—but on a long run it will hold 40-45 interminably without fuss or noise—second speed—climbing speed—is unusually fast.

Gordon Murray in "London Opinion."

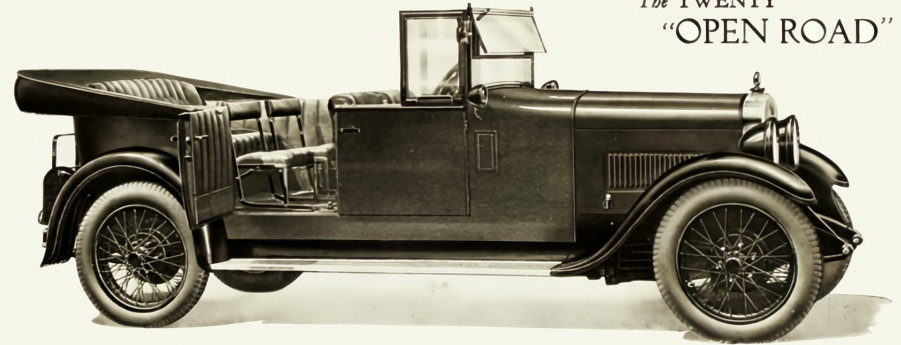
CARRIAGEWORK

THE distinctive lines of all Austin models have been so modernised that they must make strong appeal to discriminating motorists who wish to be fashionable but require that the elegance of their cars be combined with good taste. Austin carriagework is no less famous than Austin engineering, and the designers have achieved modernity without sacrificing dignity, comfort or refinement. They have studiously avoided a prevailing tendency toward dark and stuffy interiors, and one of the most striking features of all Austin Saloons is their bright cheerfulness. This makes for comfort, and comfort is an important consideration to the motorist. The controllability increased by recent improvements also helps in this direction. Upholstery is wide and deep, with restful seating positions. The seat adjusting mechanism is so designed that it can be operated without driver or passenger leaving the seat. Special attention has been given to floor covering for the exclusion of draught and fumes.

The external metal fittings of all cars are now chromium plated. This new plating is of good appearance, and is labour saving because it does not rust nor easily become dull. In addition to the windscreens of all models, Saloon cars now have windows fitted throughout with Triplex laminated glass. Headlamps of the larger models are of new type, with magnetic dip and switch-reflector equipment. The switch is placed conveniently to the driver's hand. The new domed wings not only add to the appearance of the cars, but afford greatly increased protection to the bodywork. The pressed steel framework gives maximum strength with the minimum weight.

There is a generous choice of colours and colour combinations for all models.

The TWENTY "OPEN ROAD"



A SEVEN-SEATER Touring Car combining comfort and efficiency. Front seats are independently adjustable, and the auxiliary seats fold neatly away when not in use. Ample space for three

persons on the rear seat. Patented hood and side curtains *really* of the 'one man' type afford protection equal to that of a closed model. The side curtains are neatly disposed in doors when not in use.

Upholstered in leather. Equipment includes "Biflex" magnetically operated dip and switch headlights, clock, driving mirror, electric windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



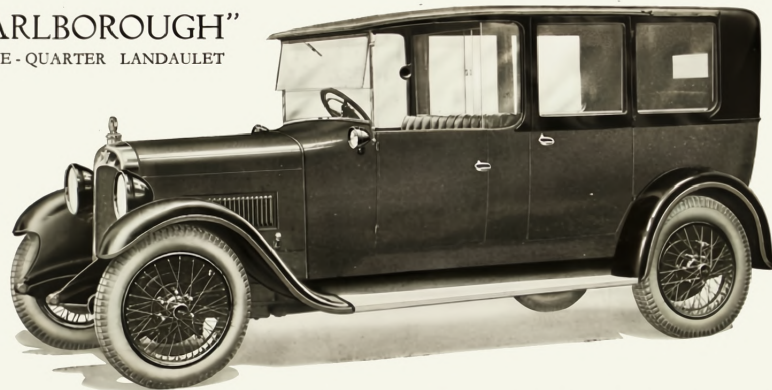
HOOD AND SIDE SCREENS IN POSITION.

6-CYLINDER
wire wheels £530

COMPLETE AT WORKS.

FRONT SCREENS OF
TRIPLEX GLASS

The
"MARLBOROUGH"
 THREE-QUARTER LANDAULET



A CHAUFFEUR-DRIVEN Seven-seater car that is equally serviceable for long or short distance work. The accommodation is generous and the

auxiliary seats face forward. The rear portion of the hood may be lowered when desired. Detachable side curtains are provided for the protection of the driver.

Upholstered in leather, furniture hide or moquette. Driving seat in leather. Equipment includes "Biflex" magnetically operated dip and switch headlights, clock, driving mirror, electric windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



WITH REAR PORTION OF HOOD LOWERED

6-CYLINDER
 wire wheels **£560**

COMPLETE AT WORKS.

TRIPLEX GLASS
 THROUGHOUT.

The **"CARLTON"**
 SALOON



AN extremely handsome Saloon ideally suited to the owner-driver. The front seats are independently adjustable. A revolving seat is provided in the centre behind the front seats, and

this can be folded up or entirely removed as required. Six persons may be accommodated and there is ample leg room. Generous window space permits good vision to all passengers.

Upholstered in leather, furniture hide or moquette. Equipment includes "Biflex" magnetically operated dip and switch headlights, clock, driving mirror, electric windscreen wiper, electric horn, licence holder, luggage carrier and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



INTERIOR WITH CENTRE REVOLVING SEAT.

6-CYLINDER
 wire wheels **£560**
 WITH SLIDING SUNSHINE ROOF, £10 EXTRA.
 COMPLETE AT WORKS.

TRIPLEX GLASS
 THROUGHOUT.

The TWENTY
"FABRIC"
SALOON



A CARRIAGE of distinguished appearance and generous dimensions; luxuriously upholstered, this model is an ideal carriage for ladies' town use. The fabric body of special Austin manufacture is

not only hard wearing, but renders the car particularly noiseless in operation. This body is mounted on the 11ft. 4in. chassis, and affords the greatest possible riding comfort.

Upholstered in leather, furniture hide or moquette. Driving seat in leather. Equipment includes "Biflex" magnetically operated dip and switch headlights, clock, driving mirror, electric windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



6-CYLINDER
wire wheels £630

COMPLETE AT WORKS.

TRIPLEX GLASS
THROUGHOUT.

The "RANELAGH"
ENCLOSED LIMOUSINE
OR LANDAULET



AN aristocrat of the motor world, this model is designed and constructed to meet the demands of the man for whom nothing but the best is suitable or appropriate. The chassis has an 11ft. 4in.

wheelbase and there is generous accommodation for seven persons. The adjustable screen behind the driver's seat makes the Ranelagh easily adaptable to driving by owner or chauffeur.

Upholstered in leather, furniture hide or moquette. Driving seat in leather. Equipment includes "Biflex" magnetically operated dip and switch headlights, clock, driving mirror, electric windscreen wiper, electric horn, licence holder, luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.

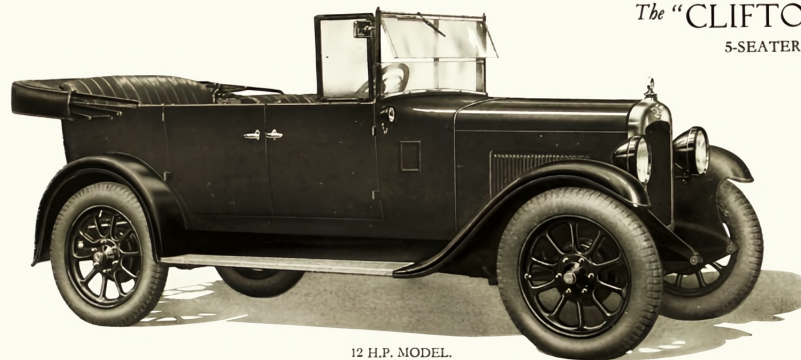


LANDAULET WITH HEAD OPEN.

6-CYLINDER
wire wheels £630

COMPLETE AT WORKS.

TRIPLEX GLASS
THROUGHOUT.



The "CLIFTON"
5-SEATER

12 H.P. MODEL.

THIS famous Austin product is universally regarded as the standard of efficiency, reliability and economy. It is an ideal five-seater family touring car. The front seat is adjustable and when

back to the fullest extent still permits ample leg room for rear seat passengers. The leather upholstery is not only comfortable but hard wearing. Hood and side curtains are smart and efficient.

Upholstered in leather. Equipment includes clock, driving mirror, windscreen wiper, electric horn, dip and switch headlights, licence holder, improved luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



HOOD AND SIDE SCREENS IN POSITION.

12 h.p. 4-Cyl.
steel wheels

£250

COMPLETE AT WORKS.

FRONT SCREENS OF
TRIPLEX GLASS

The TWO SEATER



16 H.P. MODEL.

DESIGNED for the motorist who travels much alone or with but one or two passengers, yet requires more accommodation upon occasion. The seating is thoroughly comfortable front and rear.

Sufficient adjustment is provided to ensure that drivers of any stature may obtain comfort in the driving seat. Side curtains may be snugly stowed away in the doors when not required.

Upholstered in leather. Equipment includes clock, driving mirror, windscreen wiper, electric horn, dip and switch headlights, licence holder, improved luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.

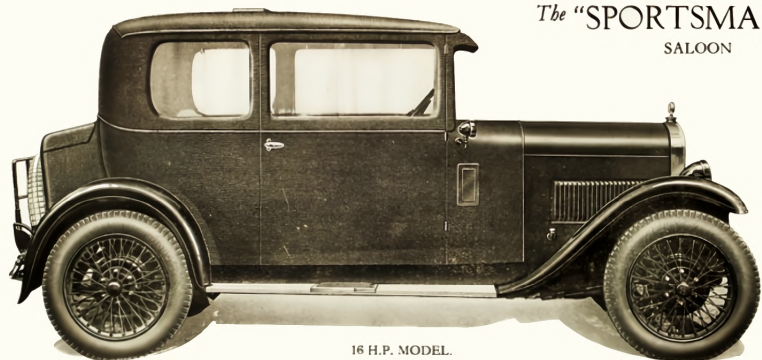


16 h.p. 6-Cyl.
wire wheels 12 h.p. 4-Cyl.
steel wheels

£310 £255

COMPLETE AT WORKS.

FRONT SCREENS OF
TRIPLEX GLASS



The "SPORTSMAN'S"
SALOON

16 H.P. MODEL.

THIS Saloon of really sporting appearance was designed to meet the needs of those who require a comfortable and speedy car for touring and sporting purposes, with ample room for

equipment, and accommodation for two or three additional passengers on occasion. The two doors are of extremely generous width, and the large windows ensure a bright interior.

Upholstered in leather, furniture hide or moquette. Equipment includes dip and switch headlights, roof ventilator, step mats, clock, driving mirror, windscreen wiper, electric horn, licence holder, improved luggage carrier, and those accessories shown on chassis specification.

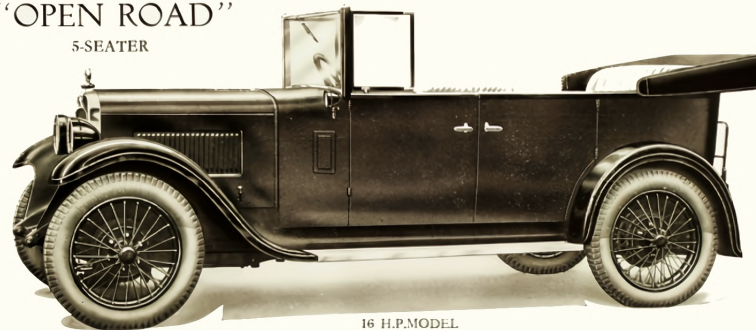
ALL EXTERIOR FITTINGS CHROMIUM PLATED.



16 h.p. 6-CYL. wire wheels	12 h.p. 4-CYL. steel wheels
£375	£320
WITH SLIDING SUNSHINE ROOF, £10 EXTRA.	
COMPLETE AT WORKS.	

TRIPLEX GLASS
THROUGHOUT.

The NEW
"OPEN ROAD"
5-SEATER



16 H.P. MODEL

THE clean, sleek lines of this model will make an instant appeal to the critical eye. It looks what it is, a powerful, neat, efficient roadster to carry five persons in comfort. The simple manner

in which the hood and curtains are erected, or stowed away when not in use, is a striking example of perfected design. The upholstery is deep and comfortable and the finish typical of Austin excellence.

Upholstered in leather. Equipment includes dip and switch headlights, clock, driving mirror, windscreen wiper, electric horn, licence holder, improved luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



16 h.p. 6-CYL.
wire wheels

£325

COMPLETE AT WORKS.

FRONT SCREENS OF
TRIPLEX GLASS



The "FABRIC"

FOUR WINDOW
SALOON

16 H.P. MODEL.

THE "Comfort Car," enduring and elegant. The fabric body of Austin hard-wearing quality long retains its handsome appearance. This fabric construction also possesses the Austin

characteristic of noiselessness. The upholstery is full and deep and the car has won great favour because of its fitness for town use.

Upholstered in leather, furniture hide or moquette. Equipment includes dip and switch headlights, roof ventilator, step mats, clock, driving mirror, windscreen wiper, electric horn, licence holder, improved luggage carrier, and those accessories shown on chassis specification.

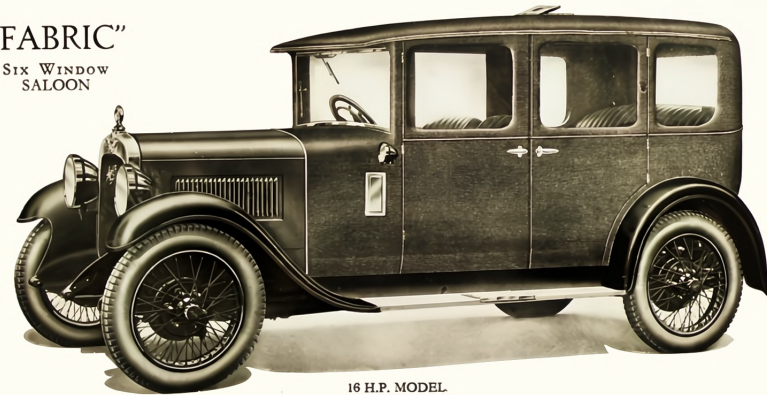
ALL EXTERIOR FITTINGS CHROMIUM PLATED.



16 h.p. 6-CYL. wire wheels	12 h.p. 4-CYL. steel wheels
£365	£310
WITH SLIDING SUNSHINE ROOF, £10 EXTRA.	
COMPLETE AT WORKS.	
TRIPLEX GLASS THROUGHOUT.	

The "FABRIC"

SIX WINDOW
SALOON



16 H.P. MODEL.

ALL six windows of this fabric saloon are mechanically operated. The roomy and bright interior is draught and damp proof. The front seats are separately adjustable by means of a special

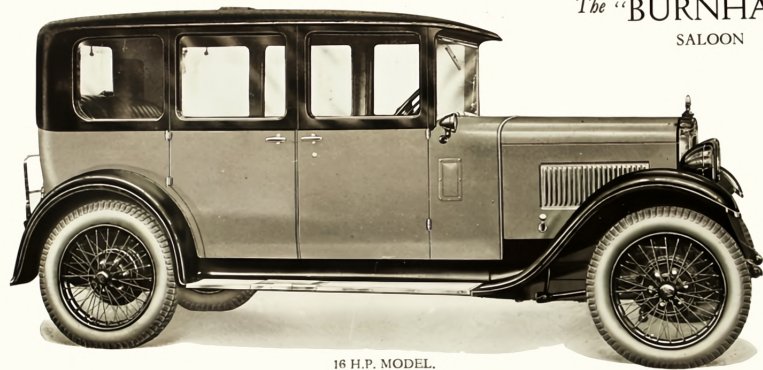
device, and the rear seat provides comfortable accommodation for three people. The car is handsomely appointed.

Upholstered in leather, furniture hide or moquette. Equipment includes dip and switch headlights, roof ventilator, step mats, clock, driving mirror, windscreen wiper, electric horn, licence holder, improved luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



16 h.p. 6-CYL. wire wheels	12 h.p. 4-CYL. steel wheels
£375	£320
WITH SLIDING SUNSHINE ROOF, £10 EXTRA.	
COMPLETE AT WORKS.	
TRIPLEX GLASS THROUGHOUT.	



The "BURNHAM"
SALOON

16 H.P. MODEL.

THIS light Saloon car has achieved widespread popularity because it possesses all those qualities desirable in such a car. Six windows ensure a light

and cheerful interior. Rear seats are comfortable at any speed. The appearance and appointments of the car must please the most discriminating.

Upholstered in leather, furniture hide or moquette. Equipment includes dip and switch headlights, roof ventilator, step mats, clock, driving mirror, windscreen wiper, electric horn, licence holder, improved luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



16 h.p. 6-CYL. wire wheels 12 h.p. 4-CYL. steel wheels

£375 £320

WITH SLIDING SUNSHINE ROOF, £10 EXTRA.
COMPLETE AT WORKS.

TRIPLEX GLASS
THROUGHOUT.

The "IVER"
SALOON



12 H.P. MODEL.

EXCEPT that an adjustable screen or division is fitted between the driver's seat and the rear compartment, this model is in all respects the same as the Burnham Saloon. It is especially convenient

for motorists who prefer to drive themselves when touring or week-ending, but who also wish the same car to be operated by the chauffeur for town use.

Upholstered in furniture hide or moquette. Equipment includes dip and switch headlights, roof ventilator, step mats, clock, driving mirror, windscreen wiper, electric horn, licence holder, improved luggage carrier, and those accessories shown on chassis specification.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



INTERIOR OF "IVER" WITH DIVISION.

16 h.p. 6-CYL. wire wheels 12 h.p. 4-CYL. steel wheels

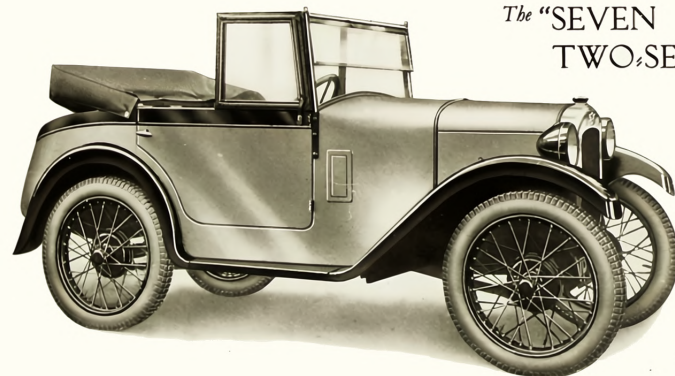
£385 £330

TRIPLEX GLASS
THROUGHOUT.

SOME SUCCESSES OF THE AUSTIN SEVEN IN 1929

Date, 1929	Description	Award.
February	Birmingham M.C.C. Colmore Cup Contest, under 1,100 c.c.	Best performance (Rhode Cup), Runner-up Award. Best Car Team, 3 out of 5 Gold Medals.
March	Australian Grand Prix, 200 miles, Class A, 850 c.c.	1st.
April	R.A.C. Australia Robertson Contest, Class A	3 Firsts (full points).
May	Midland A.C. Shelsley Walsh, up to 750 c.c.	4 Firsts, 3 Seconds, 2 Thirds.
"	J.C.C. Double 12 Trial, 1141-99 miles, only car in class so no award possible.	
"	Brooklands A.C. 45th, 75 m.p.h. short handicap	1st and 2nd.
"	Southport M.C., 100 miles	Bamber Cup, Joynson Cup, Special Gold Medal, 2 Firsts, 1 Second.
"	M.C.C. London to Edinburgh	16 Gold Medals.
"	Newcastle and District M.C.	Eshott Gold Cup and Douglas Bowl.
"	R.A.C. Western Australia, 24 hours, 500 miles Reliability	1st (698 points out of 700), finished in perfect condition. Special Medal.
June	B.A.R.C. Brooklands 6 hours. Class 750 c.c.	B.A.R.C. Trophy.
"	Canterbury (N.Z.) A.A. 180 miles over mountains (snow and ice) and through rivers	2 equal 1st (1,000 marks), two machines.
"	Sociedad A. Espanola, Bilbao, 12 hours Trial, 750 c.c.	1st (full points) and 2nd.
"	R.A.C. Sydney, 24 hours Trial, 552 miles, Class A	1st (full points)
"	Dublin and District M.C. and L.C.C. 24 hours Trial	First Class Award.
July	J.C.C. Brooklands, up to 850 c.c.	4 Gold Medals, 1 Silver.
"	Irish Grand Prix, H Class, up to 750 c.c.	1st.
"	M.C.C. Land's End—John O' Groats	3 Silver Cups.
"	R.A.C. Sydney, Robertson Test, 100 miles (expert)	1st and Hill Climb Record.
August	B.A.R.C. Brooklands 45th, 75 m.p.h. Long Handicap	1st President's Gold Plate at 80-70 m.p.h. New Class Record.
"	R.A.C. T.T. Race, Ards Circuit, Belfast	3rd (59-60 m.p.h.), 4th (59-59 m.p.h.), 16th (56-54 m.p.h.) and 19th (55-77 m.p.h.)
"	R.A.C.A. (Western Australia), 500 miles Reliability	1st all Classes (698 points out of 700).
"	Durban to Johannesburg, 416 miles in 11 hours, 48 minutes	New Record. Old Record beaten by 32 minutes.
"	Melbourne A.C.C. 12 hours Observed Test	1st Challenge Cup, petrol consumption 51 m.p.g.
"	Midhurst, Edinburgh and back, 896 miles in 28 hours, 20 minutes	
"	Dublin and District M.C. and L.C.C., two days Trial	First Class Award.
September	Midland A.C. Shelsley Walsh Hill Climb, 850 c.c. Sports	1st.
"	Midland A.C. Shelsley Walsh Hill Climb, 850 c.c. Racing	1st and 2nd.
"	M.C.C. Brooklands High Speed Trial	10 Gold Medals.
"	J.C.C. Minehead to Exeter (up to 1,100 c.c.)	1st (only 4 secured awards).
"	Foz de Douro-Oporto, 5 litre Petrol Consumption Test	1st, 2nd, 3rd, 4th and 5th.
"	Budapest Sv. 'Abbegy Hill Climb	1st in Class (better time than 1,100 and 1,500 c.c.)
"	Victorian L.C.C. Melbourne, Mount Gamber and back (test), Class A	1st, 83 m.p.g.
"	Newcastle and District M.C. 200 miles Trial	Johnson Trophy and Gold Medal.
October	Brooklands R.D.C., Class A, 200 miles	Record at 83-53 m.p.h.
"	Brooklands R.D.C., Class A, 100 kilometres	Record at 82-69 m.p.h.
"	Brooklands R.D.C., Class H, 200 kilometres	Record at 83-80 m.p.h.
"	Brooklands R.D.C., Class 1	Winners 80-25 m.p.h.
"	Sydney B. and M.C. 1145 Annual Interstate Trial	1st and 3rd (2 teams of 3 finished in first 3 with full points).
November	Southport M.C. Straight Mile, 1,100 c.c.	1st.
"	Southport M.C. 20 miles, 1,500 c.c.	2nd.
"	Southport M.C. 20 miles unlimited	3rd.
"	J.C.C. Half day Trial	5 1st Class Awards, 1 2nd Class.
"	Brisbane, Sydney, 653 miles in 25½ hours	New Light Car Record.
December	Durban S.A. Clarewood Speedway	New South African Records for 10, 15, 20, 25, 30, 35, 40 and 45 miles.
"	M.C.C. London to Exeter Trial	1 Gold Medal, 5 Silver and 6 Bronze Medals.

The "SEVEN TWO-SEATER"



THE pleasing lines of this smart Two-Seater give a sporting appearance, but actually the car is eminently suitable for serious touring. It is

remarkable for its road holding qualities and the fact that long journeys may be undertaken without undue fatigue.

Full equipment, including electric starting and lighting, air strangler, electric horn, speedometer, driving mirror, windscreen wiper, licence holder, shock absorbers, spare wheel and tyre and blank number plates.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



HOOD AND SIDE SCREENS IN POSITION.

£130
COMPLETE AT WORKS.

FRONT SCREENS OF
TRIPLEX GLASS

The "SEVEN TOURER"



THE Touring Car that has become famous and aroused universal admiration. It is the world's cheapest form of mechanical transport. The Seven has gained over a thousand victories on road

and track in open competition, and is the holder of many remarkable records. This model will seat two adults and two to three children (or a third adult). It is designed to carry 30-32 stone.

Full equipment, including electric starting and lighting, air strangler, electric horn, speedometer, driving mirror, windscreen wiper, licence holder, shock absorbers, spare wheel and tyre and blank number plates.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



HOOD AND SIDE SCREENS IN POSITION.

£130

COMPLETE AT WORKS.

FRONT SCREENS OF
TRIPLEX GLASS

The "SEVEN FABRIC"

SALOON



THIS Seven has a fabric body of silent and non-drumming construction. The single-piece windscreen opens from the bottom. Very wide doors give easy and convenient access to all seats.

To make for driving convenience, one portion of the window glass is made to slide and the other can be mechanically raised or lowered to any position. The driver's seat is adjustable.

Completely equipped, including electric starting and lighting, air strangler, electric horn, speedometer, driving mirror, windscreen wiper, licence holder, shock absorbers, spare wheel and tyre, and blank number plates.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



£140

WITH SLIDING SUNSHINE ROOF, £5 EXTRA.
COMPLETE AT WORKS.

TRIPLEX GLASS
THROUGHOUT.

The "SEVEN SALOON"



THIS light but exceptionally strong little saloon is designed for long service under arduous conditions. Silent in operation, it is comfortable and remarkably commodious. Driver's adjustable

seat, doors of generous width, single piece wind-screen opens from the bottom, mechanically operated windows. Two adults and two children (or a third adult) may be carried with comfort.

Completely equipped, including electric starting and lighting, air strangler, electric horn, speedometer, driving mirror, windscreen wiper, licence holder, shock absorbers, spare wheel and tyre, and blank number plates.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



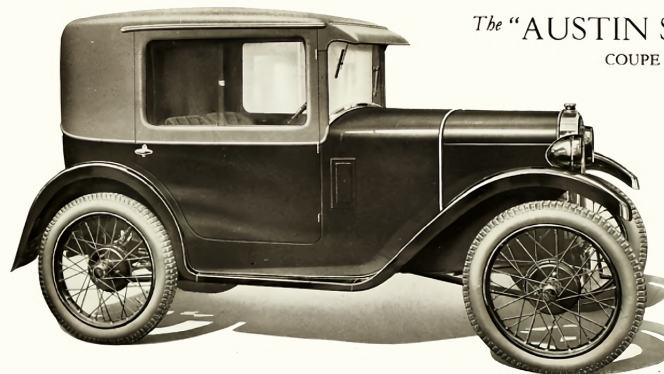
£140

WITH SLIDING SUNSHINE ROOF, £5 EXTRA.
COMPLETE AT WORKS.

TRIPLEX GLASS
THROUGHOUT.

The "AUSTIN SEVEN"

COUPE



A DAINTY model that has made a very strong appeal to lady motorists. This small carriage is in the very best of taste. The seating accommodation is for two persons and the wide

doors allow both driver and passenger to get in and out with the utmost ease. Austin Seven models afford ample accommodation for people of even more than average proportions.

Completely equipped, including electric starting and lighting, air strangler, electric horn, speedometer, driving mirror, windscreen wiper, licence holder, shock absorbers, spare wheel and tyre, and blank number plates.

ALL EXTERIOR FITTINGS CHROMIUM PLATED.



£140

WITH SLIDING SUNSHINE ROOF, £5 EXTRA.
COMPLETE AT WORKS.

TRIPLEX GLASS
THROUGHOUT.

APPRECIATIONS OF THE AUSTIN

AUSTIN SIXTEEN.

June 21st, 1929.

THE ONLY CAR WHICH EXCEEDED EXPECTATIONS.

"Leaving West Bolden in County Durham at 11.45 a.m., I lunched at the Crown, Boroughbridge (66 miles) at 1.35 p.m., dined leisurely at the Peahen, St. Albans (266 miles) at 7.30 p.m. and arrived at my home in Surrey at 9.55 p.m.—305 miles in 8½ running hours—just under 36 m.p.h.

My car has run nearly 8,000 miles since last decarbonizing, and petrol consumption is 25½ m.p.g. I have owned many cars; this is my first Austin, and the first car I have ever owned which has exceeded expectations."

R.W.T., Caterham.

FOR SERVICE IN THE TROPICS.

June 26th, 1929.

"The car has now done over 11,000 miles without any mechanical defect whatever. The coach-built body is standing up to the climate and the cellulose paint work is as fresh to-day as when it was put on. The car has given very satisfactory service indeed."

L.B., Rangoon.

ABSOLUTE SAFETY AT ALL SPEEDS.

July 23rd, 1929.

"It is the smoothest running car I have driven, and the steering and road holding capabilities impress one with a feeling of absolute safety at all speeds . . . I have not had an involuntary stop on the road, and the general reliability of the car is of a very high order indeed.

It is a thoroughly good job."

T.B., Wembley Park.

AUSTIN TWELVE.

UNVARYING PERFORMANCE.

June 1st, 1929.

"I hope I shall have as much satisfaction out of the new car as I have had with the same type for the last 5 years, with a mileage of 63,000. Without exaggeration, the engine is as good as the first year I had it for pulling, getting away and consumption. For the past six weeks, I have had a regular double journey of 184 miles once each week, and have scarcely varied in time of 2 hours 55 minutes for the single journey and 27½ miles to the gallon."

W. S., Ashford.

"THE INCOMPARABLE."

January 30th, 1929.

"Up to December 31st last, I had driven the car 47,100 miles on daily work. I am no mechanic . . . I use it every day and it stands out in all weathers. I take no thought of roads, where I want to go it takes me. I use it every day and I have never been late for a train or a meeting, and have never had a stop on the road . . . I have yet to hear of a car that can show such low running costs or such reliability."

R. M. A., Grange-over-Sands.

A TRUE SAYING.

July 15th, 1929.

"It may interest you to know that my Austin—a 1927 'Twelve'—after 15,400 miles is running as well as the day I took delivery . . . It is light on petrol and oil, and the tyres are the original set and still going strong. Verily you banish care when you buy an Austin."

B. K. B., Boggabri.

CREDIT WHERE CREDIT IS DUE.

June 11th, 1929.

"I've been driving an Austin Twelve for a year and nine months, and we have covered 28,932 miles in that time and I've not had the least trouble, in fact I have never taken a plug out, and the car has never been in a garage yet. I give you credit for the best and most trouble free car that I've ever driven."

F. H., Salisbury.

AUSTIN SEVEN.

DOUBTS REMOVED BY WIFE'S CONFIDENCE.

May 27th, 1929.

"Rather against my advice, knowing the very long and stiff gradients and, in parts, shocking roads, my wife and her friend (Mrs. T.) left this town on a journey of 1,584 miles through East Africa, Natal, Griqualand, Pondoland and the Transvaal. The petrol consumption was 36 gallons; not a puncture, not one adjustment made on the trip, and not once did the engine boil or overheat. Some of the hills are very stiff and from 2 to 5 miles long and the petrol consumption of 44 m.p.g. is excellent."

Dr. H. N. E. Bonnefoi, E. Transvaal.

NEVER ONCE LET DOWN.

June 1st, 1929.

"Purchased in July 1927, and sold in May last, my car covered 36,190 miles—an average of 381 miles per week. Never once was I stopped on the road through mechanical trouble of any kind. As I use my car for business throughout the year, I feel confident that my new saloon will give me the same excellent all round service."

H.N.W., Cheadle Hulme, Stockport.

A DISTRICT NURSE'S IDEAL.

March 1st, 1929.

"I have great pleasure in stating that I have found the Austin Saloon car entirely satisfactory. It is very comfortable, easily understood, and easily kept in order. My district is very wide and scattered, the roads very rough in general, but the Austin usually takes me to the door of the most lonely glen cottage. In my opinion it is an ideal car for the district nurse."

Queens Nurse, Crathie, Aberdeenshire.

APPRECIATION OF HEALTH AND PLEASURE.

May 31st, 1929.

"Now that our Austin Seven is four years old, and has accomplished nearly 30,000 miles with perfect satisfaction, my wife and myself desire to express our appreciation of its faithful service. It has meant a great deal in the way of health and pleasure which could not have been experienced without such a reliable means of travel."

W. E. P., Stamford Hill, N.16.

MANUFACTURERS' WARRANTY

THE goods manufactured by the Company and specified in this catalogue shall be accepted by the purchaser subject to the conditions hereinafter mentioned and subject to the following express warranty, which excludes all warranties, conditions and liabilities whatsoever, whether statutory or otherwise, which might exist against the Company but for this provision, viz :—In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's works, carriage paid, within twelve months after delivery, the Company undertakes to examine same, and should any fault, due to defective material or workmanship, be found on examination by the Company, it will repair the defective part or supply, free of charge, a new part in place thereof.

The Company's responsibility is limited to the terms of this guarantee and it shall not be answerable for any contingent or resulting liability or loss arising through any defects. This guarantee does not relate to defects caused by motor racing, wear and tear, misuse or neglect, or to the defects in any motor, motor vehicle, or goods which have been altered after leaving the Company's works, or which have been let out on hire or the identification numbers or marks on which have been altered or removed. The Company accepts no responsibility for tyres, speedometers or the electrical equipment or other goods (including coachwork) not of its own manufacture.

The Austin Motor Co. Ltd. issues no warranty of the goods except as stated herein, but desires and expects that customers shall make a thorough examination before purchasing. This warranty is limited to the despatch to the purchaser, without charge except for trans-

portation, of the part or parts, whether new or repaired, in exchange for those acknowledged by the Company to be defective.

The purchaser shall, if required at the time of the purchase, personally sign the form supplied by the Company, and register his name, address, date of purchase, number of car and name and address of seller with the Company, and shall obtain from the Company a signed copy of this warranty, and shall produce same to the Company's representative for inspection in case of any claim being made. This warranty shall not be assigned or transferred to anyone unless the Manufacturers' consent in writing has first been obtained.

The purchaser shall send to the Company's works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the purchaser, and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the purchaser, and with the number of the vehicle from which the said part or parts were taken. The purchaser shall post to the Company at its works, on or before despatch of such part or parts alleged to be defective, a full and complete description of the claim and the reasons therefor.

The judgment of the Austin Motor Co. Ltd. in all cases of claims shall be final and conclusive, and purchaser agrees to accept its decision on all questions as to defects and to the exchange of part of parts. After the expiration of six days from the despatch of notification of the Company's decision, the part or parts submitted may be scrapped or returned carriage forward by the Company.

TERMS OF BUSINESS

TERMS OF BUSINESS.—The Company reserves the right to vary the list prices at any time for any reason whatsoever. Should the price be increased prior to delivery, the client has the option of cancelling the order within seven days after being notified of such increase, and of calling for the return of his deposit, which shall be accepted in satisfaction of all claims.

DELIVERY.—At the Company's Works, Longbridge, Birmingham. The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if such delays are caused by scarcity of labour or material, strikes,

lockouts or any cause over which the Company has no control. ALTERATIONS IN DESIGNS AND EQUIPMENT.—The Company reserves the right on the sale of any car to make, before delivery, without notice, any alteration to, or departure from, the specification, designs or equipment detailed in this catalogue.

Triplex glass will be generally fitted, but the Company, if supplies are not available, will substitute other approved laminated glass.

DEPOSIT.—A deposit of £25 to accompany the order for each car or chassis, and the balance of the purchase money becomes payable on delivery of goods.



AERIAL VIEW OF LONGBRIDGE WORKS. AREA COVERED 220 ACRES.

